V. TYPES AND METHODS OF SIGNING

A. General Requirements

Signs shall meet the following standards:

1. They shall conform in size, shape, color, material, and message with those included in this Manual or in the MUTCD.

2. The use of stripes (other than the standard border) or other geometric patterns or contrasting colors on or around the sign in an attempt to make it more conspicuous shall not be permitted; however, standard flourescent red-orange flags or yellow flashing lights may be used for added emphasis so long as they do not interfere with the sign message.

3. All signs used during the hours of darkness shall be properly reflectorized except for parking and pedestrian prohibition signs. Reflectorization of the sign face shall be accomplished using an approved weatherproof, reflectorized sheeting. Paint impregnated with glass beads shall not be used. Where reflectorization is rendered ineffective due to extraneous light sources, the sign shall be illuminated either externally or internally. Where external illumination is used, the source shall be properly shielded to reduce glare. Street or highway lighting shall not be considered adequate for illuminating signs. All reflectorized or illuminated signs should be checked by the Contractor during the hours of darkness to insure that they are functioning properly.

4. Signs shall be constructed from material which will not deteriorate abnormally under normal weather conditions. Sign blanks

should be weatherproof plywood or non-corrosive metal. Roll-up signs fabricated from vinyl-coated nylon or vinyl-coated nylon mesh may also be used. If such signs are not reflectorized, they shall not be used at night.

Sign placement and usage shall generally conform to illustrations in Chapter X of this Manual unless special circumstances indicate that some other placement is more advantageous to convey the proper message to the motorist. The code number given below each sign in Figures V-1 and V-2 is the City of Seattle's identification number and the one in parentheses is the MUTCD designation. In addition, the following shall be adhered to:

1. Signs shall be placed in a position so that they will convey their message most effectively without restricting lateral clearances or sight distance.

2. Normally, signs shall be mounted on the right hand side of the roadway; however, dual installations (one sign on the left side as well as one on the right) should be used where increased emphasis is necessary and one one-way streets. Signs may also be placed in a closed lane if such placement is most advantageous and does not present a hazard.

3. All permanent curb or shoulder mounted construction signs shall be mounted to maintain a standard minimum horizontal clearance of 2 feet from the curb or pavement edge and a standard minimum vertical clearance of 7 feet above the ground. Where equipment, pedestrians, vehicles, or other obstructions obscure the signs or when they are used on high volume, high speed facilities, higher mounting heights should be used.

4. Signs may be pedestal or post mounted or may be mounted on portable sign supports, high level warning devices, or utility poles (with authorization of the Utility in question). All signs and mounting apparatus shall be securely fastened or weighted so that they are not moved or blown over by wind or passing traffic.

5. Spacing of advance warning signs shall be as indicated in the tables included with the illustrations in Chapter X unless special circumstances indicate that different spacing would be more advantageous.

R-1
(R1-1)
24"

R-39
(R1-2)
30"

R-101
12" x 18"

R-160 N, S, E, W
12" x 12"

R-15
(R5-1)
30"

R-2
(R2-1)
24" x 30"

R-7 L, R
(R3-2, -1)
24" x 24"

R-11
(R4-1)
18" x 24"

R-14 B R, L
(R4-7a)
24" x 36"

R-16 L, R
(R6-2L, R)
18" x 24"

R-35 R, L
18" x 24"

T-15
36" x 24"

T-16
36" x 24"

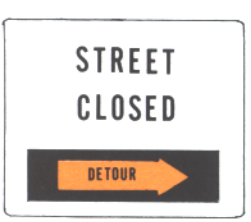
T-17
24" x 36"

T-35
36" x 24"

T-38
36" x 24"

T-39
36" x 24"

R-33
24" x 36"



T-31 R, L, RL
60" x 48"

T-33 RL, R, L
60" x 48"

NOTE: R-1 = CITY OF SEATTLE DESIGNATION
(R1-1) = MUTCD DESIGNATION

REGULATORY SIGNS

FIGURE V-1

T-5
(W 20-1)
30"

T-5B
(W 20-4)
30"

T-6
(W 20-2)
30"

T-7
30"

T-8R, L
(W 20-5)
30"

T-9
(W 20-3)
30"

T-22
(W 20-7a)
30"

T-23
30"

T-23A
(W 21-1a)
30"

T-24
(W 21-6)
30"

T-25
(W 21-5)
30"

TW-79 R,L
(W4-2)
30"

TW-20
(W6-3)
30"

T-19 R,L
30"

WARNING SIGNS

T-18 R,L
(M4-9R)
30" x 24"

T-26 WITH T-26A R, L, UP
24" x 36"

GUIDE SIGNS

NOTE: T-5 = CITY OF SEATTLE DESIGNATION
(W20-1) = MUTCD DESIGNATION

FIGURE V-2

B. Regulatory Signs

Since Regulatory Signs impose legal obligations and/or restrictions, all shall comply with specifications contained in the MUTCD and their use approved by the Traffic Engineering Department prior to installation. Several of the more commonly used Regulatory Signs are included here for reference as to size and designation. No existing Regulatory Sign shall be changed without permission of the City Traffic Engineer. (684-5087)

C. Warning Signs

Warning Signs as used herein are generally diamond shaped with black symbols or letters on an orange background. Warning signs are used to alert motorists of abnormal conditions on the roadway resulting from the construction or maintenance work. The more commonly used construction warning signs and sizes are illustrated in this section. Warning signs not included here and deemed necessary for a specific project shall comply with those included in the MUTCD.

Reference should be made to Table X-1 and the illustrations in Chapter X of this Manual for use, spacing, position, etc., of the warning signs.

D. Guide Signs

The function of this class of sign on a construction project is to indicate to the motorist the path they must follow through a detour in order to bypass the construction and continue towards their original destination. The most common are the Detour and Detour Arrow Signs (T-26). Street name may be added to define the detour route.

E. Special Signs

As needed for specific projects, signs with the special or non-standard messages may be required to properly convey information to the motorist or pedestrian. These signs should follow as closely as possible principles and standard set forth in this Manual and shall be approved by the Traffic Engineer before installation.

VI. PEDESTRIAN ACCESS, CONTROL AND PROTECTION

When the work area encroaches upon a sidewalk, pedestrian walkway or cross walk area, special considerations must be given to the pedestrian's safety. A maximum effort must be made to provide and maintain an accessible, safe, clearly defined and convenient pedestrian way separate from the work area. (Figure VI- 1)

Protective barricades, fencing, and bridges, together with warning and guidance devices and signs, shall be utilized so that the passageway for pedestrians is wheelchair accessible, safe and well defined. Whenever pedestrian walkways are provided across excavations, they shall be provided with suitable handrails. Foot bridges shall be safe, strong, free of bounce and sway, free of cracks, holes, and irregularities that could cause tripping. Wheelchair accessible ramps shall be provided at the entrance and exit of all raised foot bridges.